

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

CONTINGENCY
PROJECT
SCIP

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for completion of this form.

CB 26 G

SUBDIVISION: Delhi Township

CODE# 061-21504

DISTRICT NUMBER: 2

COUNTY: Hamilton

DATE 09/11/02

CONTACT: Robert W. Bass

PHONE # (513) 922-8609

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 347-2874

E-MAIL rbass@delhi.oh.us

PROJECT NAME: Whitmore Drive Reconstruction

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 575,998.50
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 822,855.00

FUNDING REQUESTED: \$ 575,998.50

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____

SCIP LOAN: \$ _____

RLP LOAN: \$ _____

LOAN ASSISTANCE: \$ _____

RATE: _____ % TERM: _____ yrs.

RATE: _____ % TERM: _____ yrs.

(Check only 1)

☐ State Capital Improvement Program

☐ Local Transportation Improvements Program

☐ Small Government Program

OFFICE OF NEW DURLINGTON
COUNTY ENGINEER
2002 SEP 13 AM 10:43

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ 0.00

Preliminary Design \$ 0.00

Final Design \$ 0.00

Bidding \$ 0.00

Construction Phase \$ 0.00

Additional Engineering Services

\$ 0.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ 0.00

c.) Construction Costs:

\$ 748,050.00

d.) Equipment Purchased Directly:

\$ 0.00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ 0.00

f.) Construction Contingencies:

\$ 74,805.00

g.) TOTAL ESTIMATED COSTS:

\$ 822,855.00

*List Additional Engineering Services here:

Service:

Cost:

N/A

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>0.00</u>	
b.) Local Revenues	\$ <u>246,856.50</u>	<u>30</u>
c.) Other Public Revenues	\$ <u>0.00</u>	
ODOT	\$ <u>0.00</u>	
Rural Development	\$ <u>0.00</u>	
OEPA	\$ <u>0.00</u>	
OWDA	\$ <u>0.00</u>	
CDBG	\$ <u>0.00</u>	
OTHER _____	\$ <u>0.00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>246,856.50</u>	<u>30</u>
d.) OPWC Funds		
1. Grant	\$ <u>575,998.50</u>	<u>70</u>
2. Loan	\$ <u>.00</u>	
3. Loan Assistance	\$ <u>.00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>575,998.50</u>	<u>70</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>822,855.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Whitmore Drive Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Whitmore is located in south-central Delhi Township and runs westerly from Anderson Ferry Road for 2,678.2 feet to the beginning of a new subdivision (Oakwood Park Subdivision). The project does not include the part of Whitmore Drive within the limits of this new subdivision.

PROJECT ZIP CODE: 45238

B: PROJECT COMPONENTS:

Project consists of full depth removal of roadway and curbs, undercutting existing subgrade to obtain proper depth for replacement on a 10" stone base, 5" of asphalt pavement, rolled concrete curb and gutter (30") and underdrains at all low points; sidewalk and driveway repair or replacement; and associated utility work.

C: PHYSICAL DIMENSIONS:

Current roadway is 25' in width. Sidewalks are located within the right of way. Whitmore was overlaid in 1989. Overlay is old and brittle and serves to mask joint severe sub-grade problems. Water ponds on roadway due to uneven and broken slabs and bond loss occurs on the street where overlay has been lost from the surface of the street. Right-of-way widths are 50 feet. Sidewalks are badly deteriorated and uneven. Surface level and subgrade water intrusion cause subgrade failures throughout. See additional support information for pavement management system roadway deficiencies and photos for proof of deficiencies.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Current service capacity design is adequate for existing use. Highest ADT = 2,493 vehicles per day x 1.2 or 2,992. Total users = 2,992.

Road or Bridge: Current ADT 2,493 Year: 1998 Projected ADT: ____ Year: ____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ ____ Proposed Rate: \$ ____

Stormwater: Number of households served: ____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 822,855.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 0.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 01 / 03</u>	<u>09 / 01 / 03</u>
4.2 Bid Advertisement and Award:	<u>09 / 02 / 03</u>	<u>12 / 15 / 03</u>
4.3 Construction:	<u>03 / 15 / 04</u>	<u>09 / 15 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>None on this project</u>	

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Nicholas J. La Scalea
TITLE Trustee – C.E.O.
STREET 934 Neeb Road
CITY/ZIP Cincinnati, Ohio 45233
PHONE (513) 922 - 3111
FAX (513) 922 - 9315
E-MAIL N/A

5.2 CHIEF FINANCIAL

OFFICER Kenneth J. Ryan
TITLE Clerk– C.F.O.
STREET 934 Neeb Road
CITY/ZIP Cincinnati, Ohio 45233
PHONE (513) 922 - 3111
FAX (513) 922 - 9315
E-MAIL ken.ryan@fortwashington.com

5.3 PROJECT MANAGER

TITLE Robert W. Bass
Highway Supt.-Project Manager
STREET 665 Neeb Road
CITY/ZIP Cincinnati, Ohio 45233
PHONE (513) 922 - 8609
FAX (513) 347 - 2874
E-MAIL rbass@delhi.oh.us

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [] A cooperation agreement (if the project involves more than one
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Type or Print Name and Title)

Nicholas J. LaScala - CEO

Signature/Date Signed

Nicholas J. LaScala 9/11/02


ITEM	202 CLEAR & GRUB	202 RDWAY REMOVAL	202 PIPE REMOVAL	202 WALK REMOVAL	202 APRON REMOVAL	202 INLET REMOVAL	SPL TREE REMOVAL	203 EXC.	301 BIT. AGG. BASE	304 AGG. BASE
MEASURE	L.S.	S.Y.	L.F.	S.F.	S.Y.	EA.	EA.	C.Y.	C.Y.	C.Y.
COST PER	\$7,500.00	\$10.00	\$10.00	\$2.00	\$8.00	\$160.00	\$1,000.00	\$20.00	\$90.00	\$30.00
NO. STREET										
1 Whitmore	1.00	7,440.00	250.00	21,425.00	700.00	11.00	5.00	1,450.00	580.00	2,678.00
Subtotal	\$7,500.00	\$74,400.00	\$2,500.00	\$42,850.00	\$5,600.00	\$1,760.00	\$5,000.00	\$29,000.00	\$52,200.00	\$80,340.00
Total Quantity	1.00	7,440.00	250.00	21,425.00	700.00	11.00	5.00	1,450.00	580.00	2,678.00
Total Price	\$7,500.00	\$74,400.00	\$2,500.00	\$42,850.00	\$5,600.00	\$1,760.00	\$5,000.00	\$29,000.00	\$52,200.00	\$80,340.00

ITEM	404 A.C. CON.	452 P.P.C.	604 C.B. CONST.	604 M.H. CONST.	605 UNDER DRAIN	608 SIDE WALK	608 CURB RAMP	609 TYPE 6 CURB	609 CURB & GUTTER	614 MAINT. TRAFFIC
MEASURE	C.Y.	S.Y.	EA.	EA.	L.F.	S.F.	EA.	L.F.	L.F.	L.S.
COST PER	\$85.00	\$35.00	\$1,500.00	\$2,000.00	\$7.50	\$4.00	\$100.00	\$20.00	\$15.00	\$5,000.00
NO. STREET										
1 Whitmore	250.00	700.00	19.00	12.00	5,356.00	21,425.00	6.00	150.00	5,206.00	1.00
Subtotal	\$21,250.00	\$24,500.00	\$28,500.00	\$24,000.00	\$40,170.00	\$85,700.00	\$600.00	\$3,000.00	\$78,090.00	\$5,000.00
Total Quantity	250.00	700.00	19.00	12.00	5,356.00	21,425.00	6.00	150.00	5,206.00	1.00
Total Price	\$21,250.00	\$24,500.00	\$28,500.00	\$24,000.00	\$40,170.00	\$85,700.00	\$600.00	\$3,000.00	\$78,090.00	\$5,000.00

ITEM	619 FIELD OFFICE	623 LAYOUT STAKES	653 2" TOPSOIL	659 SEED & MULCH	SPL W.W. ITEMS	SPL TENSAR	SPL GEOTEX FABRIC	SPL CONTIN- GENCY	
MEASURE	L. S.	L. S.	C.Y.	S.Y.	L. S.	S.Y.	S.Y.	%	
COST PER	\$5,000.00	\$5,000.00	\$40.00	\$1.00	\$80,000.00	\$4.00	\$1.50	0.10	
NO. STREET									
1 Whitmore	1.00	1.00	230.00	4,165.00	1.00	5,950.00	5,950.00	1.00	
Subtotal	\$5,000.00	\$5,000.00	\$9,200.00	\$4,165.00	\$80,000.00	\$23,800.00	\$8,925.00	\$74,805.00	\$822,855.00
Total Quantity	1.00	1.00	230.00	4,165.00	1.00	5,950.00	5,950.00	1.00	\$822,855.00
Total Price	\$5,000.00	\$5,000.00	\$9,200.00	\$4,165.00	\$80,000.00	\$23,800.00	\$8,925.00	\$74,805.00	\$822,855.00

This is to certify that upon the satisfactory completion of this work,
the useful life of the streets on this project will be at least 20 years.

Signed:

 P.E., P.S.

DELHI TOWNSHIP

Road Maintenance

Robert W. Bass, Highway Superintendent



STATUS OF FUNDS

This is to certify that Delhi Townships portion for the funding of this project is available or will become available on January 1, 2003.


Kenneth J. Ryan
Township Clerk & Chief Financial Officer

DELHI TOWNSHIP

Road Maintenance

Robert W. Bass, Highway Superintendent



ENABLING LEGISLATION

Trustee Luebbers moved and Trustee Miller seconded to apply to the District 2 Integrating Committee for the below mentioned projects (in the priority order listed) and to appoint Nicholas J. La Scalea as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for SCIP Funding for Program Year 2003

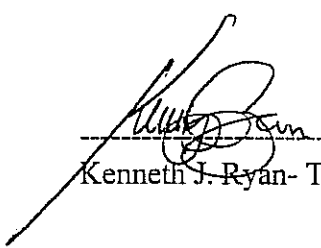
1.) Whitmore Drive Reconstruction (township construction match is 20%)	\$ 816,255.00
2.) Bonita Drive Reconstruction (township construction match is 30%)	\$ <u>294,100.00</u>
Grand Total	\$ 1,110,355.00

Trustees Luebbers, Miller and La Scalea voted aye at roll call. **Motion Carried.**

Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passed by the Delhi Township Board of Trustees in session on September 11, 2002.

In witness whereof I have hereunto set my hand this 11th day of September, 2002.


Kenneth J. Ryan- Township Clerk

NEEB RD

DELHI RD

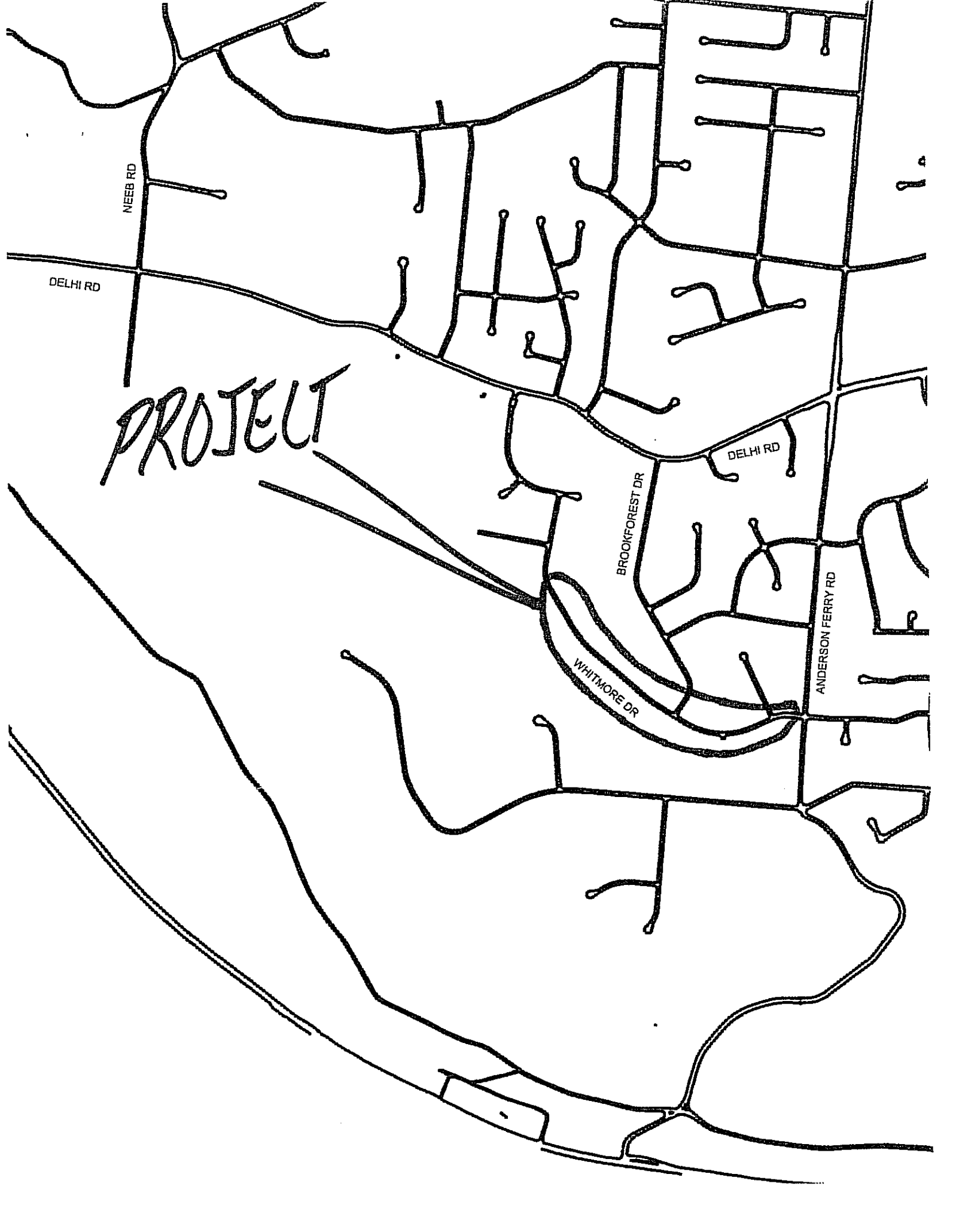
PROJECT

DELHI RD

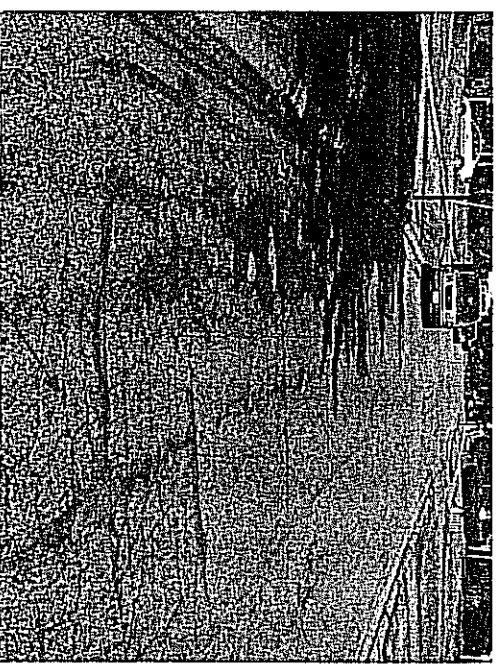
BROOKFOREST DR

WHITMORE DR

ANDERSON FERRY RD



WHITMORE DRIVE PHOTOS



Random, block and alligator cracking with potholes



DELHI TOWNSHIP

Road Maintenance

Robert W. Bass, Highway Superintendent



CERTIFICATION OF TRAFFIC VOLUME

This statement is to certify that traffic volumes noted for this project are true and correct to the best of my knowledge.

A handwritten signature in black ink, which appears to read "Nicholas J. LaScala". The signature is written over a horizontal line.

Nicholas J. LaScala,

Delhi Township Trustee and Chief Executive Officer

Road Inventory Form

S E C T I O N	Section Number: 73.00	State Route: 93	Inventory Date: 02/27/1990
	Name: WHITMORE DRIVE		Completed By: DAS
	From: ANDERSON FERRY ROAD		Jurisdiction: Township
	To: BROOKFOREST DRIVE - 1075.1		Length (ft): 1075.1

G E N E R A L	Direction to: West	Subdivision: HIGHLAND	Classification: Main
	R.O.W Width (ft): 50.0	Salt Route: 4	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1

P A V E M E N T	Pavement Type: Flexible	Width (ft): 36.0	No. of Layers: 3
	<u>Pavement Layer</u>	<u>Type</u>	<u>Thickness</u>
	- Subgrade	Subgrade	09/01/1993
	- Basecourse	Asphalt	7.0 09/01/1993
	- Surface	Asphalt	1.5 09/01/1993
	Area(yd²): 4300.40	Features:	

S H O U L D E R	<u>Type</u>	<u>Width (in)</u>	C U R B	<u>Type</u>	<u>Length (ft)</u>
	Left Earthwork	7.00		Left Comb. Rolled	1075.1
	Right Earthwork	7.00		Right Comb. Rolled	1075.1

T R A F F I C	Average Daily Traffic (ADT): 15	S T R U C T U R E	No. of Culverts:	No. of Driveways: 18	
	% Trucks: 1.0		Bus Route: No	No. of Bridges:	No. of RR-Xings:
	Study: Estimate		Year: 1990	No. of Inlets: 5	No. of Manholes: 6
	No. of Traffic Signs:				

Remarks:

Geometric, Facilities,
and Materials Form

S E C T I O N	Section Number: 73.00	State Route: 93	Inventory Date: 02/27/1990
	Name: WHITMORE DRIVE	Completed By: DAS	
	From: ANDERSON FERRY ROAD	Jurisdiction: Township	
	To: BROOKFOREST DRIVE - 1075.1	Length (ft): 1075.1	

G E O M E T R I C	Terrain:	<input type="checkbox"/> Flat	<input type="checkbox"/> Mountainous	<input type="checkbox"/> Rolling	<input type="checkbox"/> Basin	<input type="checkbox"/> Valley
	Locality:	<input type="checkbox"/> Remote	<input type="checkbox"/> Rural	<input type="checkbox"/> Semi-urban	<input type="checkbox"/> Urban	
	Land Use:	<input type="checkbox"/> Industrial	<input type="checkbox"/> Cultivated	<input type="checkbox"/> Land Fill	<input type="checkbox"/> Built Up	<input type="checkbox"/> Grazing
	Grade:	<input type="checkbox"/> Low (<3%)	<input type="checkbox"/> Moderate (3%-6%)	<input type="checkbox"/> Steep (>6%)		
	Speed Limit:	Right of Way:				
	Tight Horizontal Curves:	Intersections:				
	Location	Radius	Location	Type	Direction	Destination
	_____	_____	_____	_____	_____	_____

F A C I L I T Y	Number	Locations
	Gas Station:	
	Emergency Tel:	
	Bus Stop:	
	Info. Center:	
Other:		

M A T E R I A L S	Pavement Layer	Spec. Section	Spec. Number	Spec. Unit	Thickness(in)	Modulus	CBR
	Surface Course						
	Intermediate Course						
	Base Course						
	Subbase						
	Subgrade						

Road Utilities Form

Section Number: 73.00	State Route: 93	Inventory Date: 02/27/1990
Name: WHITMORE DRIVE		Length (ft): 1075.1
From: ANDERSON FERRY ROAD		Jurisdiction: Township
To: BROOKFOREST DRIVE - 1075.1		Completed By: DAS

Type	Buried	Overhead	Distance from center line (ft)	
			Left	Right
Utility Pole	N	Y		19.00
Water Valve	Y	N		17.00
Utility Pole	N	Y		13.50
Water Valve	Y	N		17.00
Utility Pole	N	Y		13.50
Fire Hydrant	N	Y		14.00
Utility Pole	N	Y	14.50	
Utility Pole	N	Y		13.50
Utility Pole	N	Y		13.50
Fire Hydrant	N	Y		14.50
Utility Pole	N	Y	13.50	
Street Light - Utility Pole	N	Y	14.00	
Water Valve	N	Y		17.50
Water Valve	N	Y		15.00

Condition Rating Form

Section Number: 73.00	State Route: 93	Survey Date: 07/29/2002
Name: WHITMORE DRIVE	Jurisdiction: Township	
From: ANDERSON FERRY ROAD	Length(ft): 1075.10	
To: BROOKFOREST DRIVE - 1075.1	Area(yd²): 4300.40	
Ride Quality Index(RQI): 2	% Curb Deterioration: 10	
Maintenance Index(MI): 4	Maintenance Factor(MF): 1.4	
Classification: Main	Class Factor(FC): 1.2	
Average Daily Traffic(ADT): 15	Traffic Factor(TF): 1	
Transit/Bus Route: No	Transit Factor(TR): 1.0	
Pavement Type: Flexible	Unit Cost: \$ 87.90	

Distress Type	Category	Severity	Extent	Deduction		PCI	Condition
>> Weathering and/or Raveling	1	2	4	12.50	Surface:	80.00	Poor
Bleeding	1				Cracking	42.80	Failed
>> Patch Deterioration	1	2	4	7.50	Support:	100.00	Excellent
Potholes	2				Structure:	71.00	Very Poor
Crack Seal Deficiency	1				Final:	22.80	Failed
>> Alligator Cracking	2	3	3	24.00	Priority Index(PI):	7.37	
>> Transverse Cracking	2	2	3	14.00	Strategy:	E	
>> Longitudinal Cracking	2	2	3	11.20	Cost:	\$378,005.16	
Block Cracking	1				Maintenance		
>> Edge or Random Cracking	2	3	3	8.00	Action(s):	Reconstruction	
Rutting	2						
Settlement	2						
Corrugations	1						

Cracks:

Rated By: KEK

Legend

RQI: 1 = Worst 5 = Best
MI/MF: 0 = Least Needed 5 = Most Needed MF = 1 + (MI/10)
Severity: 0 = None 1 = Low 2 = Moderate 3 = High
Category: 1 = Surface Related 2 = Structural Related
Extent: 0 = None 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%
Strategy/ A1 = No Maintenance/\$ 0.00 A = Routine Maintenance/\$ 0.47
Unit Cost: B = Periodic Maintenance/\$ 0.47 C = Deferred Action/\$ 5.04
D = Rehabilitation/\$7.40 E = Reconstruction/\$ 87.90

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means preferred status (i.e. highest priority)

Cost = Unit Cost * Area

Road Inventory Form

S E C T I O N	Section Number: 68.00	State Route: 93	Inventory Date: 02/27/1990
	Name: WHITMORE DRIVE		Completed By: DAS
	From: BROOKFOREST DRIVE - 1075.1		Jurisdiction: Township
	To: END OF SUBDIVISION (NW) - 2678.2		Length (ft): 1603.1

G E N E R A L	Direction to: NorthWe	Subdivision: HIGHLAND	Classification: Main
	R.O.W Width (ft): 50.0	Salt Route: 4	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1

P A V E M E N T	Pavement Type: Flexible	Width (ft): 25.0	No. of Layers: 3
	<u>Pavement Layer</u>	<u>Type</u>	<u>Thickness</u>
	- Subgrade	Subgrade	09/01/1993
	- Basecourse	Asphalt	7.0
	- Surface	Asphalt	1.5
	Area(yd²): 4453.06	Features:	<u>Date Constructed</u>

S H O U L D E R	<u>Type</u>	<u>Width (in)</u>	C U R B	<u>Type</u>	<u>Length (ft)</u>
	Left Earthwork	12.50		Left Comb. Rolled	1603.1
	Right Earthwork	12.50		Right Comb. Rolled	1603.1

T R A F F I C	Average Daily Traffic (ADT): 2478	S T R U C T U R E	No. of Culverts:	No. of Driveways: 51	
	% Trucks: 1.0		Bus Route: No	No. of Bridges:	No. of RR-Xings:
	Study: Estimate		Year: 1990	No. of Inlets: 6	No. of Manholes: 6
	No. of Traffic Signs:				

Remarks:

Geometric, Facilities,
and Materials Form

S E C T I O N	Section Number: 68.00	State Route: 93	Inventory Date: 02/27/1990
	Name: WHITMORE DRIVE	Completed By: DAS	
	From: BROOKFOREST DRIVE - 1075.1	Jurisdiction: Township	
	To: END OF SUBDIVISION (NW) - 2678.2	Length (ft): 1603.1	

G E O M E T R I C	Terrain: <input type="checkbox"/> Flat <input type="checkbox"/> Mountainous <input type="checkbox"/> Rolling <input type="checkbox"/> Basin <input type="checkbox"/> Valley
	Locality: <input type="checkbox"/> Remote <input type="checkbox"/> Rural <input type="checkbox"/> Semi-urban <input type="checkbox"/> Urban
	Land Use: <input type="checkbox"/> Industrial <input type="checkbox"/> Cultivated <input type="checkbox"/> Land Fill <input type="checkbox"/> Built Up <input type="checkbox"/> Grazing
	Grade: <input type="checkbox"/> Low (<3%) <input type="checkbox"/> Moderate (3%-6%) <input type="checkbox"/> Steep (>6%)

Speed Limit:

Right of Way:

Tight Horizontal Curves:

Intersections:

Location

Radius

Location

Type

Direction

Destination

F A C I L I T Y	Number	Locations
	Gas Station:	
	Emergency Tel:	
	Bus Stop:	
	Info. Center:	
Other:		

M A T E R I A L S	Pavement Layer	Spec. Section	Spec. Number	Spec. Unit	Thickness(in)	Modulus	CBR
	Surface Course						
	Intermediate Course						
	Base Course						
	Subbase						
	Subgrade						

Road Utilities Form

Section Number: 68.00	State Route: 93	Inventory Date: 02/27/1990
Name: WHITMORE DRIVE		Length (ft): 1603.1
From: BROOKFOREST DRIVE - 1075.1		Jurisdiction: Township
To: END OF SUBDIVISION (NW) - 2678.2		Completed By: DAS

Type	Buried	Overhead	Distance from center line (ft)	
			Left	Right
Water Valve	Y	N		17.00
Utility Pole	N	Y	13.50	
Utility Pole	N	Y	13.50	
Utility Pole	N	Y	13.50	
Utility Pole	N	Y	13.50	
Fire Hydrant	N	Y		13.50
Utility Pole	N	Y	13.50	
Utility Pole	N	Y	13.50	
Water Valve	Y	N		17.00
Utility Pole	N	Y	13.50	
Fire Hydrant	N	Y		13.50
Utility Pole	N	Y	13.50	
Fire Hydrant	N	Y	12.50	
Utility Pole	N	Y	13.50	
Fire Hydrant	N	Y		14.00

Condition Rating Form

Section Number: 68.00	State Route: 93	Survey Date: 07/29/2002
Name: WHITMORE DRIVE	Jurisdiction: Township	
From: BROOKFOREST DRIVE - 1075.1	Length(ft): 1603.10	
To: END OF SUBDIVISION (NW) - 2678.2	Area(yd²): 4453.06	
Ride Quality Index(RQI): 2	% Curb Deterioration: 10	
Maintenance Index(MI): 4	Maintenance Factor(MF): 1.4	
Classification: Main	Class Factor(FC): 1.2	
Average Daily Traffic(ADT): 2478	Traffic Factor(TF): 1	
Transit/Bus Route: No	Transit Factor(TR): 1.0	
Pavement Type: Flexible	Unit Cost: \$ 87.90	

Distress Type	Category	Severity	Extent	Deduction		PCI	Condition
>> Weathering and/or Raveling	1	2	4	12.50	Surface:	83.75	Fair
Bleeding	1				Cracking	58.70	Failed
>> Patch Deterioration	1	2	2	3.75	Support:	82.60	Poor
Potholes	2				Structure:	71.00	Very Poor
Crack Seal Deficiency	1				Final:	25.05	Very Poor
>> Alligator Cracking	2	2	2	10.50	Priority Index(PI):	10.06	
>> Transverse Cracking	2	2	3	14.00	Strategy:	E	
>> Longitudinal Cracking	2	2	3	11.20	Cost:	\$391,423.97	
Block Cracking	1				Maintenance		
>> Edge or Random Cracking	2	2	3	5.60	Action(s):	Reconstruction	
>> Rutting	2	1	4	9.00			
>> Settlement	2	2	1	8.40			
Corrugations	1						

Cracks:

Rated By: KEK

Legend

RQI:	1 = Worst	5 = Best	
MI/MF:	0 = Least Needed	5 = Most Needed	MF = 1 + (MI/10)
Severity:	0 = None	1 = Low	2 = Moderate 3 = High
Category:	1 = Surface Related	2 = Structural Related	
Extent:	0 = None	1 = 1-5%	2 = 6-25% 3 = 26-50% 4 = 51-100%
Strategy/	A1= No Maintenance/\$ 0.00		A = Routine Maintenance/\$ 0.47
Unit Cost:	B = Periodic Maintenance/\$ 0.47		C = Deferred Action/\$ 5.04
	D = Rehabilitation/\$7.40		E = Reconstruction/\$ 87.90

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means preferred status (i.e. highest priority)

Cost = Unit Cost * Area

ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Delhi Township's Independent Pavement Management System shows high severity deterioration in the categories of alligator and random/edge cracking; moderate severity deterioration in the categories of raveling, patch deterioration, longitudinal and transverse cracking and settlement. The pavement rating shows an immediate maintenance priority and the ride quality is at the second worst possible rating. The structural PCI shows as very poor and the cracking P.C.I. has failed leaving no alternative but to reconstruct. Overall pavement is failed (FINAL PCI AVG = 23.95). Drainage structures need to be designed to handle a multitude of subgrade and surface drainage problems that have caused the base to fail and roadway icing. Additional catch basins are needed in flat areas to allow for surface drainage. Numerous in-house repairs mask some full depth problems but a close review shows cracking throughout the patches indicating eminent failure. Greater than 60% of the curbing has failed which necessitates replacement. Alligator cracking throughout indicates full depth failure. Sidewalks are faulted, cracked and broken which necessitates replacement. The street was developed in 1949.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The Township has received numerous complaints over the past few years regarding the overall condition flaws on this street which makes safe travel at the posted speed limit difficult. Safety will be improved upon completion of the addition of new catch basins to handle surface drainage and with the re-establishment of a new, smooth riding surface throughout which will eliminate the need to drive left of center to avoid potholes and faulted pavements. Underdrains will eliminate spring-fed icing problems. Photos confirm roadway ponding which causes icing in the winter months. Faulted, cracked and broken sidewalks are a hazard to the pedestrian public.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have no effect on the public health.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Whitmore Drive Reconstruction

Priority 2 Bonita Drive Reconstruction

Priority 3 Woodyhill - Meadowood Reconstruction

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will have no effect on economic growth in the area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

None.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The project will have no effect on the level of service of the facility.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 5 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Regional significance is minimal.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2,493 X 1.20 = 2,992 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax	<u> X </u>	
Infrastructure Levy	<u> X </u>	Specify type <u> Road and Bridge </u>
Facility Users Fee	<u> </u>	Specify type <u> </u>
Dedicated Tax	<u> </u>	Specify type <u> </u>
Other Fee, Levy or Tax	<u> </u>	Specify type <u> </u>

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

80

NAME OF APPLICANT: Delhi

NAME OF PROJECT: Whitmore Dr Rehab

RATING TEAM: 4

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- ☒ 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

We feel the street is in very poor condition, but is not critical because some of the roadway can be saved, we feel it needs extensive full depth repairs but not a total rebuild.

Appeal Score

20

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

No EFFECT

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

#1

Appeal Score

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No
- 0 - Yes

Appeal Score

50

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

30%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

0%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

No EFFECT

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

3/15/04 12/15/03

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

MINIMAL

Appeal Score

15

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

None

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

2992

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

15
80

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal/No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.